Project Name: CT-NEC Mainline-Shore Line East Stations *Date of Submission:* 8/24/09 *Version Number:* 1

High Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Track 1b–PE/NEPA

Welcome to the Track 1b – Preliminary Engineering (PE)/National Environmental Protection Act (NEPA) Application for the Federal Railroad Administration's High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1b-PE/NEPA are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application as well as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.fra.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1b project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your PE/NEPA Project, please indicate "N/A."
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A.Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: **James Redeker**		**POC Title:** **Bureau Chief, Public Transportation**		
Street Address: 2800 Berlin Turnpike	**City:** Newington	**State:** **Conn.**	**Zip Code:** **06410**	**Telephone Number:** **860-594-2802**
Fax: 860-594-3406		**Email: james.redeker@ct.gov**		
(2) Name of lead State or organization applying: Connecticut DOT				
(3) Name(s) of additional States and/or organizations applying in this group *(if applicable):*				
(4) Is this PE/NEPA Project related to additional applications for HSIPR funding (under this track or other tracks)? ☐ Yes ☒ No ☐ Maybe				

If "Yes" or "Maybe" provide the following information:

Other Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested *(if known)*	Status of Application
		Track 1a - FD/Construction	**$**	**Applied**
		Track 1a - FD/Construction	**$**	**Applied**
		Track 1a - FD/Construction	**$**	**Applied**
		Track 1a - FD/Construction	**$**	**Applied**

B. Project Overview

(1) PE/NEPA Project Name: CT-NEC Mainline-Shore Line East Stations

(2) Indicate the activity(ies) for which you are applying:
☐ Preliminary Engineering (PE) ☒ NEPA site-specific

(3) What are the anticipated start and end dates for this PE/NEPA Project? ***(mm/yyyy)***
Start Date: 10/2009 **End Date:** 07/2010

(4) PE/NEPA Project Narrative. *Please limit response to 4,000 characters.*

Describe the PE/NEPA activities that would be completed with HSIPR Track 1 funding through this application. Include the design studies and the resulting project documents for PE activities. For NEPA activities, address the technical and field studies that would be completed and documents that would be prepared, including:

- Project component studies
- PE/NEPA tasks / milestones
- Preparation of documents

Describe the agency and public involvement approach including key activities and objectives (including permitting actions). Address the coordination plan with affected railroads and right-of-way owners.

Connecticut has previously committed state funds to complete Preliminary Engineering and Design for the station improvements under consideration and requires funding for NEPA documentation to proceed in applying in future rounds for Track 1 FD/CST or Track 2 funding. The largest components of this project, as discussed in greater detail in subsequent sections, are the planned construction of high level platforms and pedestrian bridges. These projects occur in previously disturbed areas (North East Corridor Mainline right-of-way) and as such no environmental impact is expected. Several stations also require additional parking to be constructed, and while these projects do not necessarily exist within previously disturbed areas by railroad use, most are anticipated to have little to no environmental impact. Given the size of the project (5 stations with additional parking at some), it may be necessary to complete an Environmental Assessment instead of pursuing individual Categorical Exclusions. According to the Federal Railroad Administration's (FRA) Environmental Assessment requirements, the following tasks/studies must be completed:

Historical and Cultural Resources
Ecologically Sensitive Areas and Endangered Species
Wetland Delineation and Hydrology
Community Impact
Traffic Impact
Air Emissions
Noise and Vibration

Based on the scope of the improvements, a future determination will be made on whether a Categorical Exclusion (CE) or an Environmental Assessment (EA) will be required. If a significant environmental impact is discovered, an Environmental Impact Statement (EIS) will be prepared, however none is anticipated. The appropriate documentation will be prepared according to FRA guidelines and requirements.

Public involvement is an important part to any new project, and doing so at an early stage is critical. Strong efforts have been made to ensure that public involvement occurs early and often, and public information sessions have already been held in three of the five towns. In addition, two public hearings have been held to support the Connecticut Environmental Protection Act (CEPA) documention for these projects. The appropriate agencies will be contacted to facilitate a successful NEPA process. Coordination will occur with FRA; CTDOT; Amtrak; the regional planning agency; the communities of Branford, Guilford, Madison, Clinton, and Westbrook; and the appropriate permitting agencies. Some permitting at the state level has begun, but no federal permitting has been undertaken at this time. Coordination will occur with the EPA and FRA

to determine the appropriate permits needed for the project and appropriate interaction will occur with those agencies to ensure that Connecticut successfully obtains the necessary permits for project completion.

Connecticut is working closely with Amtrak to develop a force agreement that will provide the necessary design review and flagging/watchmen services required for this project. While no agreement currently exists, Connecticut will commit to having one in place upon receipt of award notification so work can begin as soon as possible. Amtrak strongly agrees to the scope/outcomes of the proposed project and the transportation benefits that would be felt throughout the North

East Corridor (NEC) Mainline.

(5) Status of Activities: In the following table, please indicate the status of planning studies/documentation supporting your planned investment. Indicate the status and key dates for each applicable activity as noted in Appendix 2 of the HSIPR Guidance.

	Select One of the Following:				Provide Dates for all activities:	
Activities/Documents	N/A	No study exists	Study Initiated	Study Completed	Actual or Anticipated Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Environmental Studies						
Final NEPA Document (Categorical Exclusion (CE) documentation, Environmental Assessment (EA), or Environmental Impact Statement (EIS))	☐	☒	☐	☐	**10/2009**	
Historic and Cultural Resource Studies	☐	☐	☒	☐	07/2008	07/2010
Biological Surveys and Assessment	☐	☐	☒	☐	07/2008	07/2010
Wetlands Delineation and Hydrology Studies	☐	☐	☐	☒	03/2004	10/2008
Community Impact Assessment	☐	☐	☒	☐	07/2008	07/2010
Traffic Impact Studies	☐	☐	☒	☐	07/2008	07/2010
Air Emission Studies	☐	☐	☒	☐	07/2008	07/2010
Noise and Vibration Studies	☐	☐	☒	☐	07/2008	07/2010
Preliminary Engineering						

Capital Cost Estimates	☐	☐	☐	☒	06/2007	08/2009
Travel Demand Forecasting	☐	☒	☐	☐		07/2010
Operations Analysis	☒	☐	☐	☐		07/2010
Operations & Maintenance Cost Estimates	☐	☐	☐	☒	06/2007	04/2008
System Safety Program Plan and Collision/derailment Hazard Analysis	☒	☐	☐	☐		
Engineering Studies - specify in space below: Preliminary Engineering	☐	☐	☐	☒	06/2007	04/2008
Design Drawings	☐	☐	☒	☐	06/2007	07/2010
Project Management Plan	☐	☐	☒	☐	06/2007	07/2010
Other:	☒	☐	☐	☐		

(6) Planned Investment. *Please limit response to 4,000 characters.*

Provide an overview of the main features of the planned investment that is the subject of the PE/NEPA Project including a brief description of:

- The location of the planned investment, including name of rail line(s), State(s), and relevant jurisdiction(s) *(upload map if applicable).*
- Identification of existing service(s) that would benefit from the project, the cities/stations that would be served, and the state(s) where the service operates.
- How the planned investment was identified through a planning process and how it is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
- How the project will fulfill a specific purpose and need in a cost-effective manner.
- The existing and planned intercity passenger rail service(s).
- The project's independent utility.
- The specific improvements contemplated.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the planned investment.

This PE/NEPA project leads to the Final Design and Construction of high-level platforms, pedestrian bridges, and expanded parking areas for five rail stations utilized by the Shore Line East service operated by Amtrak. The stations are all located in Connecticut on the North East Corridor (NEC) Mainline. Amtrak's Acela Express also operates on the same right-of-way, and is currently slowed by Shore Line East Trains. The stations where improvements will be made are located in Branford, Guilford, Madison, Clinton, and Westbrook. The Shore Line East also services stations in Old Saybrook, New London, and Union Station and State Station in New Haven. While the direct investment occurs only in Connecticut, benefits will be felt throughout the NEC mainline, especially in the states of Rhode Island, New York, and Massachusetts.
The stations in Branford, Guilford, Madison, Clinton, and Westbrook operate with a single platform design located on the south side of the rail line. As a result of the single platform configuration, crossover movements are required to

accommodate passenger boardings. This required crossover movement limits the speed of Amtrak's fastest high speed rail line, the Acela Express. The Acela is forced to slow when it enters areas where the slower Shore Line East trains must perform crossover movements to access platforms. With Acela's requirement to shift tracks frequently where the Shore Line East operates to pass Shore Line East trains, its average operating speed, on time performance, and ability to add future service frequency are hindered. This project serves to remedy the current problems associated with the single platform configuration by building high-level second platforms to serve westbound trains. With a high-level double platform configuration Shore Line East and Acela Express trains will both see significant transportation benefits resulting in higher speeds/shorter trip times, improved service quality, future additional service frequencies, and improvements in on-time performance. With the addition of a second platform at all locations, a pedestrian bridge is necessary to allow access to both platforms. These pedestrian bridges would also serve to create a grade separated crossing to connect neighborhoods previously separated by the rail line.

This project does not rely on further transportation improvements for benefits to be realized. Thereby, it exhibits independent utility by increasing average operating speed, and on time performance.

In addition to the second platforms and pedestrian bridges, the stations at Madison, Branford, and Clinton require additional parking to accommodate patrons of the Shore Line East. A parking structure will be constructed at Madison and surface parking lots will be built for Branford and Clinton using state purchased land. CTDOT is coordinating closely with Amtrak to create a force account agreement for design review and flagging/watchmen services.

Rail freight traffic utilizing the NEC would similarly benefit from the flexibility gained by providing a two-sided Shore Line East operation.

(7) Indicate the expected service objectives *(check all that apply):*

- ☒ Additional Service Frequencies
- ☒ Service Quality Improvements
- ☒ Other *(Please Describe):* Increases passenger safety at platforms, further separates pedestrians from high speed rail traffic.
- ☒ Improved On-Time performance on Existing Route
- ☒ Increased Average Speeds/Shorter Trip Times

(8) Indicate the type of expected capital investments to be included in the planned investment *(check all that apply):*

- ☒ Structures (bridges, tunnels, etc.)
- ☐ Track Rehabilitation
- ☐ Major Interlockings
- ☒ Station(s)
- ☐ Communication, Signaling and Control
- ☐ Rolling Stock Refurbishments
- ☐ Rolling Stock Acquisition
- ☐ Support Facilities (Yards, Shops, Admin. Buildings)
- ☐ Grade Crossing Improvements
- ☐ Electric Traction
- ☐ Other *(Please Describe)*:

(9) Total Cost of PE/NEPA Project: (Year of Expenditure (YOE) Dollars*) $ 300,000

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars)** $ 300,000

Indicate the percentage of total cost to be covered by matching funds: % 0 *see secion F for more information*

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

** This is the amount for which the applicant is applying.

(10) Right-of-Way Owner(s): Provide the status of agreements with railroad(s) that own the right-of-way.
If appropriate, "owner(s)" may also include operator(s) under track age rights or lease agreements.
If more than two railroads, please detail in "Additional Information" in Section F of this application.

Railroad owner 1 (Name):	Amtrak
Status of railroad owner 1 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	No agreement, but host railroad supports project
Railroad owner 2 (Name):	CTDOT
Status of railroad owner 2 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	Final executed agreement on project scope/outcomes

(11) Intercity Passenger Rail Operator: If applicable, provide the status of agreement(s) with partner(s) that will operate the benefiting planned High-Speed Rail/Intercity Passenger Rail services after completion of the planned investment (e.g., Amtrak). *Click on the appropriate option from the dropdown menu shaded in gray*:

Name of Operating Partner: Amtrak

Status of Agreement: Final executed agreement on project scope/outcomes

(12) Benefits to Other Types of Rail Service: If benefits to non-intercity passenger rail services are foreseen from the planned investment, please briefly describe those agreements and provide details on their status if applicable. *Please limit response to 1,000 characters.*

The main beneficiary of this project will be Amtrak's Acela Express Service between Washington, D.C. and Boston, MA. The construction of north-side high level platforms on the Shore Line East will reduce congestion by eliminating crossover movements to access platforms thereby allowing the Acela to increase its average operating speed and allow for further expansion of service, which is somewhat limited currently. The Shore Line East will also benefit from the planned investment. Rail freight traffic utilizing the NEC would similarly benefit from the flexibility gained by providing a two-sided Shore Line East operation.

C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance *(check the appropriate box from the list)*:

☒ State
☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States
☐ Interstate Compact
☐ Public Agency established by one or more States
☐ Amtrak in cooperation with one or more States

D. Public Return on Investment

(1) Transportation Project Benefits. *Please limit response to 2,000 characters.*

Describe the transportation benefits that are anticipated to result from the planned investment for which you are conducting PE/NEPA, including the extent to which the planned investment may be expected to:

- Lead to benefits for Intercity Passenger Rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Provide benefits to other modes of transportation, including benefits to Commuter Rail Services, Freight Rail Service, and Highway and Air Congestion Reduction and Delay or Avoidance of Planned Investments

The planned investment will enhance passenger rail service quality by increasing the average operating speed through this congested corridor. Operating speed benefits will be seen on the Acela Express by decreasing track shifts allowing for a longer sustained period at high speeds.

Safety improvements will be realized by eliminating crossover movements at platforms. Crossover movements place trains moving in opposite directions temporarily on the same track. With a double platform configuration, trains will not have to shift track to access platforms and pass stopped trains, allowing for fewer places where interaction occurs. Safety improvements will be realized at Westbrook, where currently only low level platforms exist and there is no way to prohibit pedestrians from entering the track gage. Fencing, guardrail and other safety devices will be constructed to restrict pedestrian and vehicular access to the railroad tracks, and 'train approach message system' (TAMS) warning devices will be added to all platforms to further warn passengers of on-coming trains.

Rail reliability will increase by creating longer periods of sustained speed. Longer periods of sustained speed and fewer delays will increase reliability and improve on time performance.

Planned investments may reduce highway congestion by encouraging passenger rail ridership and diverting trips from automobile to rail, especially on the adjacent I-95 corridor. Decreasing highway congestion may delay otherwise necessary investments of highway capacity improvements and required maintained due to use. Increasing the competetiveness of rail will also help decrease air traffic congestion and provide more formidable competition to short-haul commuter airline services that are currently popular between Boston, MA, New York, NY, and Washington, D.C.

(2) Environmental Project Benefits Narrative. *Please limit response to 1,000 characters.*

Describe the intended contribution of the planned investment for which you are conducting PE/NEPA towards improved environmental quality, energy efficiency and reduction in the dependence on oil.

The addition of high-level platforms, pedestrian bridges, and additional parking areas will have a positive impact on environmental quality. Reducing passenger rail delays, congestion, increasing available parking, and investing in required improvements to facilitate future service frequency increases may encourage wider rail transit use and by doing so divert automobile trips from the allready-congested I-95 corridor, which parallels the rail service. With 'easy on/easy off' locations from the highway, the environmental benefits of these station upgrades are easily obtainable. Shifting trips from automobiles that are less energy efficient and have higher emissions per capita than passenger rail and reducing congestion on highways, reduces emissions and fuel waste from idling vehicles. Reduction in dependence on foreign oil is realized by increasing the competitiveness of rail transit with automobile travel and encouraging modal shifts in essential trips.

(3) Livable Communities Project Benefits Narrative. *Please limit response to 3,000 characters.*

Describe the anticipated benefits of the planned investment for which you are conducting PE/NEPA for fostering and promoting Livable Communities, and include information on the following:

- Integration with existing high density, livable development (including relevant details on livable development (e.g., central business districts with walking and public transportation distribution networks with transit oriented development)).
- Development of intermodal stations with direct transfers to other transportation modes (both intercity passenger transport and local transit).

Livable communities contain development that encourages the use of multiple transportation options. Neighborhoods are designed with a mix of retail, employment, and housing with a development pattern that encourages tranportation modes other than single-occupant automobiles. These communities are strongly linked with transit and promote walking or bicycling to destinations. Resulting modal shifts can decrease congestion, reduce air and noise pollution, and improve the general mobility of residents. The proposed Shore Line East improvements contained herein work to encourage liveable communites. The construction of pedestrian bridges will link neighborhoods previously seperated by rail lines and, since the stations are located in central business districts, will encourage additional business and foster transit-oriented development. The double-sided platform configuration and pedestrian bridges will better connect neighborhoods and districts to the stations, and the addition of parking capacity will encourage passenger rail use by those that live outside a walkable distance. Shore Line East has also made a commitment to livable communities by providing improved intermodal connections for local busses, para-transit connections, kiss and ride areas, and ample bicycle parking.

(4) Economic Recovery Benefits. *Please limit response to 2,000 characters.*

Estimate the benefit that the PE/NEPA Project and the planned investment for which you are conducting PE/NEPA will make towards economic recovery and reinvestment, including information on the following:

- How both the PE/NEPA Project and the planned investment will result in the creation and preservation of jobs (including number of onsite and other direct jobs (on a 2080 work-hour per year, full-time equivalent basis). Include a timeline for the anticipated job creation, specifying which jobs would be created for the PE/NEPA studies and an estimate for the planned investment (consider the construction period and operating period).
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits) and describe, if applicable, how the project was identified as a solution to a wider economic challenge.
- If applicable, how the project will help to avoid reductions in State-provided essential services.

The planned investment and NEPA studies to be conducted for this project will have a significant impact on job creation if grant funding is received. Using the standard formula for stimulus job creation where $92,000 in investment creates one full-time

job (based on a 2080 work-hour per year basis), 1,057 jobs will be created by the planned investment and this PE/NEPA project. The PE/NEPA portion will result in the creation of nearly three jobs, and without it the planned investment cannot occur. Job preservation/job creation would begin to occur as soon as the NEPA study is iniated. Furthermore, the initiation of a NEPA study will help to avoid reductions in State-provided essential services by providing additional work for environmental specialists, traffic engineers, surveyors, and planners.

The project will generate long-term economic benefits by increasing the viability and competitiveness of passenger rail in Connecticut and along the North East Corridor. By encouraging higher rail ridership and fewer automobile trips, the energy savings and trip time reductions realized by the modal shift will mean lesser costs for commuters and an increase in productive hours for employees. With less being spend on costs assosiated with automobiles, more may be spent to stimulate the economy in other ailing sectors.

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E. Project Success Factors

(1) Project Management Approach and Applicant Qualifications. *Please limit response to 3,000 characters.*

Describe qualifications of the applicant and its key partners for undertaking the PE/NEPA Project, include the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential planning project cost overruns.
- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

The project team (design/planning consultant, Amtrak and CTDOT) has a successful track record of working together on past improvements to the Shore Line East service which has been demonstrated by on-time delivery, successful collaboration with N.E.C. operations personnel, and increases in ridership after the completion of every construction contract.

Also, the planning, design and construction efforts required by this project are similar to much of the other work that the Department of Transportation undertakes regularly, and the necessary administrative, oversight, inspection, and design staff are already in place.

(2) Funding Sources: In the following table, please provide the requested information about your funding sources *(if applicable)*

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding[1]	Type of Funds	Dollar Amount (YOE $)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source

(3) Project Implementation Narrative. *Please limit response to 1,000 characters.*

Provide a preliminary self-assessment of PE/NEPA Project uncertainties and mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk). Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

The uncertainties of this project lie in the selection of NEPA documentation. It is the applicants belief that Categorical Exclusion will be adequate to obtain NEPA clearance, but in some cases more involved studies may be required. If this unlikely scenario occurs, Connecticut is prepared to account for any possible cost overruns to ensure the project will be prepared to advance.

Advice and support will be needed in applying for FRA NEPA clearance, as few have been completed in Connecticut for

[1] Reference Notes: The following categories and definitions are applied to funding sources:
Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.
Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).
Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

FRA. FRA formats are slightly different from FTA and FHWA, so clarification may be required to assure a successful NEPA document is submitted.

(4) **Timeliness of Project Completion.** *Please limit response to 1,000 characters.*
Describe the extent to which the PE/NEPA Project will lead to future project and/or Service Development Program applications for Tracks 1 FD/Construction and Track 2 Programs.

The goal of this PE/NEPA project is to prepare the necessary NEPA documentation for application under Track 1 FD/Construction of Track 2 Programs in future rounds of funding. State-funded final design documents for this project are allready underway and will be completed by 07/2010, positioning this project to be prepared for FRA construction funding as soon as NEPA clearance is obtained.

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section D, Question 3). *This section is optional.*

Section B, Question 9. Connecticut DOT has already funded Preliminary Engineering for the planned investment and will continue to fund Final Design to move forward to construction. Given the nature of CTDOT's expenses thus far, their match to this application is over 100% in in-kind contributions.

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G.Summary of Application Materials

Program Forms	Required	Optional	Reference	Description	Format
☐ Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through *GrantSolutions.*	Form
Supporting Documentation	**Required**	**Optional**	**Reference**	**Description**	**Format**
☐ Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into *GrantSolutions.*	None
Standard Forms	**Required**	**Optional**	**Reference**	**Description**	**Format**
☐ SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☐ SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☐ SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☐ FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf. The document should be signed by an authorized certifying official for the applicant. Submit through *GrantSolutions.*	Form

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.